

Saturday, March 23, 1872.

## Indians at Work.

From the Las Cruces Borderer of the 6th, we learn that a man named Jack Williams, butcher at Apache Pass, was killed, and another named Dodds wounded. They were attacked while within sight of the post. This occurred one day last week. Williams had been an old driver on the Tucson road, and left it on account of the danger. One night, about the 1st of this month, the Indians stole two horses from Mimbres. They were lying in wait for Colman's train, but as a full guard was out they were saved.

In Cook's canyon, the men accompanying Colman's wagons saw fifteen Indians hovering about. The mail coach was entering the canyon, they met two men on horseback who told them that there were four Indians at the mouth of the pass. In the vicinity of the pass, we learn, they were every day.

The Miner we take the following items:

The stall-fed Navajoes of New Mexico—who are blood relations of the Apaches, and, of course, are fiends in human shape, got their backs up recently, and threatened to go upon the war-path again if things did not go to their favor. Things did go as they wished, and the "lords" condescended to eat Government ration while longer.

One, in this portion of the territory, the savages have, within the last ten days, made two attempts to commit murder, both of which, fortunately, proved abortive. One of these attempts was made on John White, while proceeding from Peeler's to the mouth of the canyon. But the savages, who were wounded by Peeler's men, attempted to shoot Charley Hall, in the canyon, but failed.

Thorne, who came up this morning from Culling's station, informs that he, himself, lost four horses, and William Yerkes a horse. And, coming back, the same party of thieves broke out of the herd while he was doing his best to keep away.

Charley Culling and the Yuma Indians followed the trail of the thieves, but caught up with them.

The editor speaks of his inability to steal a blind hog! The Miner says: "He knows his own mind."

## A Marvelous Machine.

Mr. Thomson, a well-known Edinburgh civil engineer, has for many years paid special attention to the properties and capabilities of India rubber. He was the first, some twenty years ago, to apply tires of this substance to the wheels of trucks, etc., at railway stations, in order to deaden the sound; and to him we are also indebted for the more recent discovery that India rubber, when in great mass, flattens on a road or floor, and, by presenting a greater extent of bearing surface, causes any superincumbent weight to be distributed over a much larger area. Hence he conceived and carried out the idea of providing the wheels of a steam engine, to run on common roads, with India rubber tires of immense thickness. In consequence of the soft, elastic property of such tires, the wheel surface may, according to the condition of the road over which it passes, "present the broad, quiet tramp of the foot of the elephant, the gentle step of the feline race, or the web-footed effect of the aquatic animal when walking on the morass."

When the first patent road-steamer was tried, some three years ago, its success was complete, and far exceeded Mr. Thomson's expectations. In the beginning of 1870, the War Department, having heard of some of its performances, commissioned Mr. Anderson to proceed to Edinburgh to examine it personally, and to report upon its capabilities for military purposes of various kinds; and it is from this report, dated the 8th of April, 1870, and from a second report, dated the 14th of May, 1870, and signed jointly by Mr. Anderson and Mr. Bailey, Assistant Controller, that we have obtained most of our information regarding this machine.

The road-steamer has two driving wheels, about five feet in diameter, on which almost the whole weight of the engine rests; and a smaller wheel in front, which is for steering purposes, and is so completely under control as to answer the slightest touch of the hand. Each wheel has a broad iron tire, with narrow flanges, upon which is placed a soft, vulcanized India rubber ring, about 12 inches in width and five in thickness, the flanges keeping it in place. Over the India rubber there is placed an endless chain of steel plates, three and a half inches wide, which form the portion of the wheel that comes in contact with the rough road; and this particular chain is connected with what may be called vertebrae at each side of the wheel.

The India rubber tire and the ringed steel plates have no rigid connection, and are at perfect liberty to move round in

of each other, or even without the concurrence of the inner ring of the wheel which they both inclose. This remarkable combination contributes materially to the great success of the wheel. Small tubes are perforated in the iron tire of the wheel, to admit the atmosphere under the India rubber. Without such holes, it was found that "the weight of the load was sufficient to exclude the atmosphere, so that one side of the India rubber would thus be made to adhere to the iron with the full atmospheric pressure, while the other side would have to stretch and bag outward." An ordinary wheel, if it is a rigid structure, presents to the road only a small surface; but this wheel conforms to every irregularity for a space of near two feet, by the weight of the engine causing the India rubber to collapse, and thus producing so great a change of form.

The road-steamer's boiler is of the vertical, tubular type, made entirely of steel, very simple, and of great strength. An ingenious device in connection with the exhaust tube almost completely suppresses the noise caused by the escape of steam. It has received the somewhat undignified name of the "pot boiler," from there being a copper pot for holding water within the furnace; and it is so contrived that if the boiler contains any water, the pot will have a full supply. By this arrangement, the centre of gravity is thrown so low that the engine can run up an incline of one in ten, or go along at an angle of thirty-five degrees, looking as if it must tumble over. Road-steammers of various powers are constructed, the smallest being those of eight-horse power.—[Once a Week.]

## The Tichborne Case.

The cable gives the intelligence that the famous Tichborne case, which has occupied the attention of the English Courts, and, in fact, of the English people, for several years, is ended at last in a manner disastrous for the plaintiff, who claimed an immense estate upon the ground of being the "long lost heir." This claimant went upon the witness stand and gave a detailed account of the pretended incidents of his childhood, and even had the impudence to declare that he had seduced the cousin of the man he personated, a lady now married and occupying a high position in society. His case was at one time viewed with such favor and believed to be so good, as that he had no difficulty in disposing of bonds to a large amount, the payment of which was entirely predicated upon his success. Recent developments, however, have shown that he is an arrant impostor—that all his statements were lies, and all his witnesses perjured—and his counsel finally consented to a nonsuit under an intimation from the other side that by remaining longer in the case he would render himself liable to prosecution as accessory to conspiracy to defraud. And so ends a case which will be remembered as one of the boldest attempts at

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